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SECURITY INFORMATION

REPORT

25X1

COUNTRY Czechoslovakia

DATE DISTR. 27 Oct. 53

SUBJECT Hradcany (Mimon)-Airfield

NO. OF PAGES 9

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE
ACQUIRED BYSUPPLEMENT TO
REPORT NO.

25X1

DATE OF INFO

THIS IS UNEVALUATED INFORMATION

25X1

I. IDENTIFICATION DATA:Reference to Enclosure #1, Overlay of [redacted]
[redacted] the Hradcany Airfield.25X1
25X11. Hradcany Airfield.2. Road. Mimon \swarrow N 50-39, E 14-44 \searrow to airfield, asphalt, four meters wide.**II. SITE LAYOUT:**Reference to Enclosure #2, [redacted] Sketch of the Hradcany Airfield.
(All dimensions and distances are approximate.)

25X1

1. Hangar. Gray, wooden, 50 m. x 25 m. x 8 m. with tar paper covered gable type roof. The front end of the hangar facing the runway was doorless. The hangar was used for housing of two Fiesler Storch, two Bieker type aircraft (number unknown) and five gliders (Zlin-25). No further information.2. Lake. Located adjacent and west of airfield. It was used for swimming during the summer and ice skating during the winter by personnel of Hradcany Airfield.

USAF review completed.

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SECURITY INFORMATION

25 YEAR RE-REVIEW

25X1

Page Denied

SECRET

25X1

-2-

3. Weather instrument structure. White, wooden, 1 m. x 50 cm. x 50 cm., tar papered flat roof. The structure was mounted on six wooden poles, two meters high. [redacted] airmen open the door to check unknown weather instruments hourly. No further information. 25X1
4. Control tower and weather station. Two-story, white stuccoed brick, 10 m. x 10 m. x 15 m. with large glass windows 1½ m. x 1½ m. located on northeast and northwest sides of building and had a red tiled gable roof. Two wire leads from antenna (Pt. #5, Encl. #2) were observed entering second floor of the building. The second floor contained two radios of German origin (type and frequency unknown). [redacted] some unknown German words on the identification plate of the radios. Use of the radio sets unknown. This floor also contained a weather station, [redacted] The first floor was unoccupied. Three to four Air Force personnel were observed in this building. No further information. 25X1 25X1
5. Radio Antenna. Double clothes line type which was fastened to two wooden posts 9 - 10 m. high and spaced 7 - 8 m. apart.
6. Dispensary and telegraph building. Two-story, white stuccoed brick, 10 m. x 10 m. x 15 m. with red tiled gable type roof. The first floor contained a dispensary with four beds available for minor illnesses. The second floor contained a telegraph office with two telegraph keys (German origin) operated by two Air Force men. [redacted] operators sending and receiving messages (contents of messages unknown). The telegraph office operated 24 hours daily. The top of roof had an unknown type antenna. No further information. 25X1 25X1
7. Airfield headquarters, messhall and billets building. Three-story, white stuccoed brick, 12 m. x 10 m. x 20 m. with red tiled gable type roof. The basement contained an electric water pump with a steel tank (200 lit. capacity). Water was pumped from the ground. The first floor contained a kitchen and dining room for the airmen; offices for the Air Force Commandant Lieutenant HYKA, (fnu), Air Force, and an orderly room. The second and third floors contained sleeping facilities for 30 airmen. No further information.
8. Officers' quarters. Two-story, white stuccoed brick, 10 m. x 10 m. x 15 m. with red tiled gable type roof. The quarters were occupied by the Air Force Commandant and his family.
9. Officer quarters. Two-story, white stuccoed brick, 10 m. x 10 m. x 15 m. with red tiled gable type roof (roof and four sides come to a point). Quarters were occupied by a lieutenant of the paratroopers and his family. No further information.
10. Officer quarters. For description and dimensions reference is made to Pt. #9, Encl. #2. This building was occupied by a civilian forester (name unknown) and his family.
11. Guard shack. Green, wooden, one meter by one meter by two meter with tar papered gable type roof. It was occupied by one Air Force sentry armed with a 7.35 mm. Cz pistol, who controlled traffic gate (Pt. #12, Encl. #2).

SECRET

25X1

Page Denied

-3-

- 25X1

SECRET

25X1

Page Denied

SECRET

25X1

-4-

- c. COUNTRY: CZECHOSLOVAKIA
d. COORDINATES: N 50-37, E 14-43


2. Location:

- a. Direction and distance of City from Airfield: Mimon, four kilometers north of airfield; Kummer N 50-37, E 14-42, adjacent to and west of airfield.
b. Direction and distance of prominent landmarks: Ralsko Hill N 50-40, E 14-46, elevation 694 m. above sea level, 8 km. northeast; lake (Pt. #2, Encl. #2) 600 m. west.

3. Dimensions:

- a. Estimated length, width, and extensibility: three kilometers long east to west by two kilometers north to south. The airfield could be extended 500 m. east.
b. Approximate shape: irregular.

4. Sketches:

Enclosure #1,  pinpointing Hradcany Airfield.

25X1

Enclosure #2,  Sketch of Hradcany Airfield.

25X1

5. Runways and surface:

- a. Runways (number, location, direction, length, width, surface, condition, extensibility): two runways, reference Pt. #23 and 24, Encl. #2.
b. Aprons, taxi-strips, perimeter tracks (location, size, surface, condition): There were no aprons and perimeter tracks. Taxi-strip under construction Pt. #21, Encl. #2. No further information.
c. Airfield surface: west portion of airfield was level and grass; eastern portion, level with bare ground.
d. Drainage: no information.
e. Altitude: 220-250 m. above sea level.

6. Aircraft dispersal points:

- a. Hardstands: none.
b. Revetments: none.
c. Aircraft were usually parked in front of hangar (Pt. #1, Encl. #2).

7. Construction and improvement:

- a. Airfield surface: none.
b. Runways: none.
c. Buildings: none

SECRET

25X1

Page Denied

SECRET

-5-

- d. Technical devices: none.
 - e. Taxi-strip: reference Pt. #21, Encl. #2.
8. Obstructions:
- a. Hills: Ralsko Hill, 694 m. above sea level, 8 km. northeast of airfield; Hill 474 m. above sea level, 4 km. southeast of airfield.
 - b. Power lines: none.
 - c. Trees: 30 m. high, surrounding airfield.
 - d. Chimneys: none.
 - e. Buildings: Kummer residential, 15 m. high, 600 m. west.
9. Technical facilities:
- a. Radio (transmitter masts) (give frequency): Radios reference Pt. #4, Encl. #2; radio antenna reference Pt. #5, Encl. #2. No further information.
 - b. Telephone and telegraph: Field telephones were used in the buildings on the airfield, (location of switchboard unknown); Telegraph reference Pt. #6, Encl. #2; teletype machine reference Pt. #16, Encl. #2. No further information.
 - c. Weather station: Reference Pts. #3 and 4, Encl. #2. No further information.
 - d. Electricity: Source of electricity unknown. 220 volts was used for the lighting system and 380 for the electric motors. No further information.
 - e. Signaling devices and other landing aids (meaning of flare colors): none observed.
 - f. Aircraft capacity: no information.
 - g. Repair facilities: none.
10. Supply (types, delivery, storage, quantity, refueling methods).
- a. Fuel: Gasoline was brought in steel barrels from Milovice Airfield and pumped into planes manually. No further information.
 - b. Water: Reference Pt. #7, Encl. #2.
 - c. Weapons, Ammunition and Equipment: Ten, 9mm. Cz submachine guns, two or three 7.35 Cz pistols and ten 7.92 mm. rifles (German origin) used by the airmen were kept in racks Pt. #7, Encl. #2. No further information.
11. Buildings: Reference is made to Encl. #2, Sketch of the Hradcany Airfield showing buildings as indicated. One ambulance of German origin stood by for first aid emergencies. No further information. 25X1
12. Transportation facilities: Railroad depot at Mimon, and Mimon to Airfield road (Pt. #2, Encl. #1). No further information.

SECRET

25X1

Page Denied

SECRET

25X1

-6-

13. Administration and personnel:

- a. Authority: Lieutenant HYKA, (fnu), Air Force, was in charge of the area and personnel south of the runway (Pt. #23, Encl. #2), while the area and personnel north of the taxi-strip construction was controlled by civilians of the Posista construction firm. No further information.

- b. Personnel strength: Thirty air force men, 30 civilian construction employees and unknown number of paratroopers. [redacted] at Hradcany Airfield in December 1950 [redacted] unknown number of paratroopers and 20 air force people. Nine [redacted] airmen [redacted] arrived in December 1950 from Milovice Airfield for guard and airfield housekeeping duties. Ten of the thirty air force people left the Hradcany Airfield and went to Milovice Airfield [redacted] 50-14, E 14-557. Three days after their arrival at Milovice Airfield, the remaining 20 air force personnel stationed at Hradcany Airfield arrived at Milovice Airfield.

25X1

[redacted] new air force personnel arrived and took over. No information as to the unit designation or number of personnel that took over the Hradcany Airfield. No further information.

25X1

- c. Uniforms, insignia, and equipment: The air force personnel wore the old Czechoslovak Air Force blue uniform with shoulder boards made of the same cloth as the rest of the uniform. The new uniform was adopted in the spring of 1951. The paratroopers wore the Czechoslovak green uniform with the paratrooper shoulder insignia and dark red berets. Paratroop unit designation unknown. No further information.
- d. Flying activity (civilian, military, experimental, training) with dates of observation: Military flying was observed daily during good flying weather. Three DC-3's were observed flying daily during March and April 1951. The three aircraft alternated flying during the day. Paratroopers were taken up once weekly for jump training. Thirty paratroopers were loaded in one aircraft (number of aircraft used for jump training unknown). The paratroopers used chest and back type parachutes with the round canopies. No further information.

Light aircraft flew once a month on messenger runs. Glider flights piloted by paratroopers [redacted] observed approximately ten times during the month of April 1951. No further information.

14. Meteorological data: The airfield was not used by DC-3's from December 1950 to March 1951 because of the snow and muddy runway (Pt. #24, Encl. #2). [redacted] after a heavy rain the runway (Pt. #24, Encl. #2) could not be used for one to two days. Very little snow fell during the winter of 1950 and 1951. Light planes were able to fly all year around. No snow plows were observed at the airfield. No further information.

25X1

15. Defense installations and practices:

- a. Anti-aircraft gun positions: none.
- b. Warning devices (frequency and national origin of radar): No radar was observed.

SECRET

25X1

Page Denied

SECRET

25X1

-7-

c. Camouflage: none.

d. Air raid shelters: none.

16. Aircraft (numbers, types, dates and places of observation) :

a. Two Fiesler Storch (Cap) were observed from December 1950 to April 1951.

b. Five military gliders, ZLIN-25 (Czech origin) were observed from December 1950 to April 1951.

c. Two Bieker were observed from December 1950 to April 1951.

d. The DC-3 (approximately three daily) or two DC-3's and one Junker-52 came from Prague-Kbely Airfield N 50-07, E 14-337 daily except Saturday afternoon and Sundays. At infrequent times they would stay overnight on the Hradcany Airfield. The planes had the Czechoslovak white, red and blue air force insignia and the aircraft were painted a dark green color. No further information.

17. Security: Hangar (Pt. #1, Encl. #2) was guarded 24 hours daily by one armed air force sentry. No further information.

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25X1

SECRET

25X1

Page Denied

SECRET

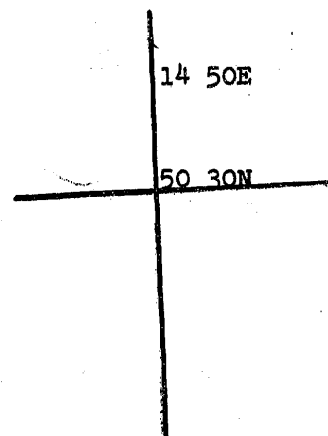
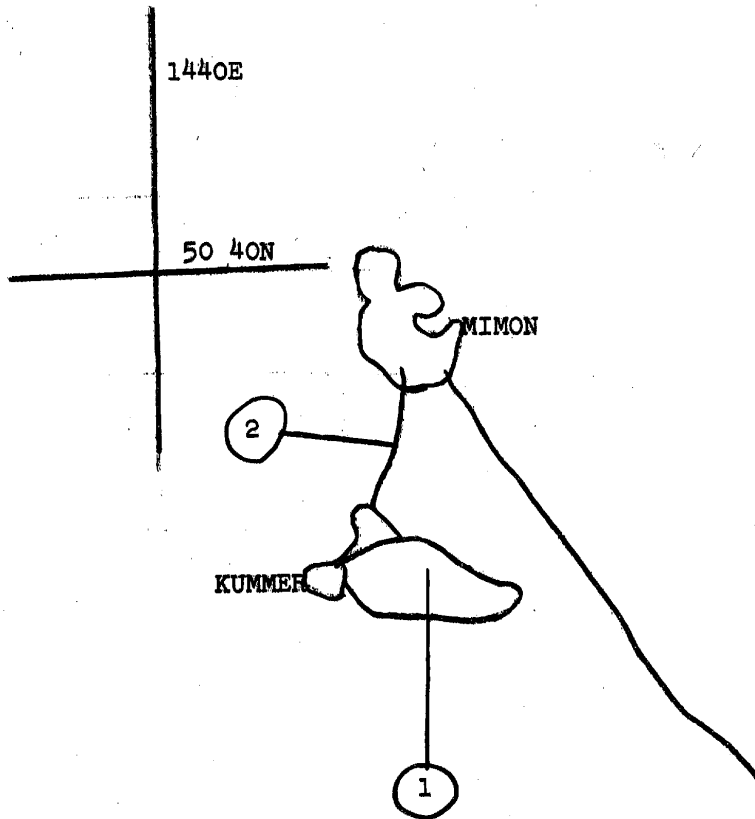
25X1

-8-

Enclosure #1, Overlay
of Hradcany Airfield.

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25X1



SECRET

25X1

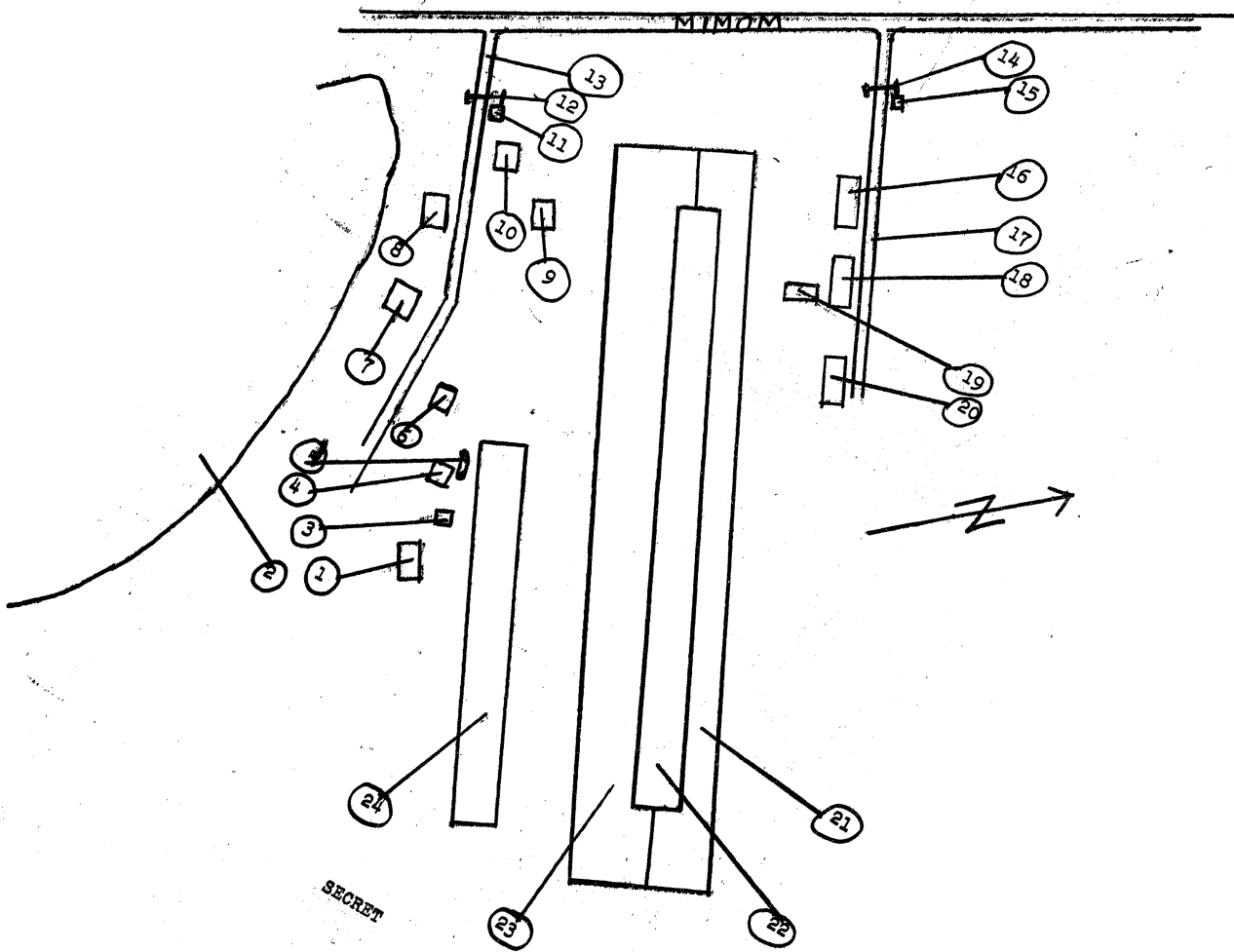
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Enclosure #2,

SECRET
-9-
Sketch of the Hradovany Airfield.

25X1

25X1



25X1

Page Denied